

Washington, DC-Thursday, Representatives Harry Teague, Ben Ray Luján, and Martin Heinrich announced the availability of \$27, 749,995 from the American Recovery and Reinvestment Act (ARRA) for public transportation in New Mexico. The funding will be awarded to states and local transportation authorities to repair and build America's public transportation infrastructure.

"With this transit funding we're strengthening Southern New Mexico's infrastructure for the long term, creating jobs, and working toward a more energy efficient future," said Rep. Harry Teague. "In addition to the funding for housing, community development grants, and local law enforcement, these transit funds make an investment in our tribes and small and rural communities."

"Funding from the Federal Transit Administration will help New Mexico grow its transportation infrastructure and advance public transportation," said Rep. Luján. "Investments in public transportation put New Mexico and our nation on a path towards a more sustainable future. It's encouraging that funding for these important programs is quickly flowing to key programs in the states through the American Recovery and Reinvestment Act."

"This distribution for public transit is incredibly important because it's an investment in both our present and our future," said Rep. Heinrich. "Investing in our public transportation puts New Mexicans to work now and it also moves us toward energy independence, decreased traffic congestion, and a healthier community for all of us. Public transit is also a tremendous incentive to lure new companies to locate in Albuquerque creating even more good jobs."

The funds awarded can be used for various programs that assist people in nonurbanized areas to access health care, education, employment, public services. The funding can also help develop and improve public transportation systems in rural and small urban areas. Funds can be used for capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Read more about the program at this website: http://www.fta.dot.gov/index_9118.html